

# **LINCOLN PLANNING BOARD**

**FEBRUARY 22, 2006**

## **MINUTES**

**The regular meeting of the Planning Board was held on Wednesday, February 22, 2006, at the Town Hall, 100 Old River Road, Lincoln, RI.**

**Vice Chairman Olean called the meeting to order at 7:02 p.m. The following members were present: John Hunt, David Lund, Gregory Mercurio, Gerald Olean and Michael Reilly. Absent was John Mancini.**

**Also in attendance were Town Planner Albert Ranaldi, Town Engineer N. Kim Wiegand, and Assistant Town Solicitor Roger Ross. Margaret Weigner kept the minutes.**

**Vice Chairman Olean advised five members present; have quorum.**

## **SECRETARY'S REPORT**

**There was no secretary report for review.**

## **CONSENT AGENDA**

**Vice Chairman Olean stated that any item on the consent agenda**

could be removed and discussed separately by making a motion. There are six items on the agenda for consideration.

Mr. Mercurio made a motion to accept the Consent Agenda as recommended by the Technical Review Committee (TRC). Mr. Lund seconded motion. Motion passed unanimously.

Ms. Hopkins arrived at meeting. Six members now present.

## **MAJOR SUBDIVISION REVIEW**

- a. Riverfront Estates AP 45 Lot 436 Public Hearing – 7:15 p.m.  
DOSCO, Inc. Angell Road

Mr. Reilly read the list of abutters.

Mr. Ranaldi stated that this is a subdivision of one lot into five conventional single-family lots in an RA-40 zone and is under the 2001 Subdivision Regulations. Public water and sewer are available. The applicant received a Certificate of Completeness on January 17, 2006 and the Planning Board has until May 17, 2006 to approve, approve with conditions, or deny the Preliminary Plan. The TRC has reviewed the plans extensively and feel confident in the design proposed. The applicant is before the Board tonight for a public

hearing.

Attorney John DiBona represented the applicant. Also present was the president of DOSCO, Inc., David Annese, and Engineer Joshua Rosen from Commonwealth Engineering. Mr. DiBona stated that they presented last month for Preliminary Plan and have addressed issues that were raised by the TRC. Master Plan approval was granted in September 2005. He stated that Mr. Rosen will describe what has taken place since Master Plan to this stage to the public and will answer any questions. During a site visit on January 21st, the Planning Board members noticed that a utility pole could be moved and requested that be done. The applicant followed through and is submitting a letter from Verizon dated February 14, 2006 that engineering has commenced to relocate the pole. Mr. Ranaldi echoed what Mr. DiBona stated and said that during the site visit, the members noticed that the pole could be moved and the applicant took the necessary steps to secure it.

Mr. Rosen stated that he would briefly go through the details of the project. It is a five lot conventional residential development on approximately 6.36 acres of land and is adjacent to the Camp Meehan property. There will five house lots including a 400' public right of way, shown on plans as Riverfront Road. All five lots meet the zoning classification requirements for RA-40 and the subdivision regulations. There will be a water distribution system utilizing the existing water service in Angell Road and will be extended through

the cul de sac and through lot #4 via a water line easement and continue through the paper street known as Rum Road and loop back to Angell Road as recommended by the Lincoln Water Commission. The easement serves as a pedestrian access allowing foot traffic across the property and allowing access to town-owned open space behind the subdivision. Public sewers are available – gravity fed system to sewer line in Angell Road. A completed storm water analysis has been completed and the technical studies were submitted to RI Department of Environmental Management (RIDEM). Drainage infrastructure will be installed in the right of way to accommodate all storm water from the proposed development resulting in a net increase of zero and storm water leaving the site will be discharged to a discharge point on Lot #1 an extended detention basin comprised of a drainage easement of approximately 12,000 sq. ft. To accommodate existing conditions on Angell Road, a catch basin will also be installed at the intersection of Angell Road and Riverfront Drive and will accommodate all flow and storm water sheeting off of Angell Road now and initially discharging overland into the existing wetlands. The basin will accommodate this flow sending it underground via a reinforced concrete pipe and allow storm water to continue its flow to the initial path to wetlands. The traffic impact study was done before Master Plan stage and adequate site distance in both northerly and southerly directions of Angell Road was determined. Additional site plans will enhance traffic safety. A utility pole in close proximity to the intersection will be relocated allowing the contractor to extend pavement width in area

and enhance traffic safety.

Mr. Olean explained that this is a public hearing. The Planning Board can ask questions of Mr. Rosen, and then the public will be allowed to speak. Anyone wishing to speak has to come up to the microphone and state their name and ask their questions.

Mr. Lund asked how far lots #1, #2, and #3 were from the water. Mr. Rosen stated that Lot #1 is approximately 500-700 feet away from water. Mr. Olean asked Mr. Rosen if he was familiar with the TRC report and Mr. Rosen replied yes. Mr. Olean asked Mr. Rosen to explain what was done to give access to the public through Rum Road and what was done with sidewalks on Riverfront Road. Mr. Rosen stated that all regulations were met in terms of design standards of street roadways. On the south side, there will be a length of sidewalks that will extend past the face of the access easement to allow foot traffic through area. Anyone wishing to access open space behind Lots #3 and #4 will access through Lot #4 across easement and down the existing foot path at the bottom of the paper street, Rum Road. The proposed access entrance will be clearly noted with signage, concrete bounds and will be fenced on the side adjacent to Lot #4.

David Battey asked what would be done with the 10-14' of water that is running under road right now on property. They said it's not a wetland, but if the Board visited the site, they had to see the water on

the property. Mr. Rosen stated that the area that the proposed development includes is basically high and dry in terms of topography. The actual stream is shown cutting off the property and the wetland edge is very accurate in terms of where the wet spot of the land is. There is a 10-20' difference in elevation from wetland adjacent to Camp Meehan and up into the site. The five lots proposed are greater in elevation. Water table test holes done on each lot show no groundwater within 8-10' of the surface. Mr. Battey asked what would happen when the land is changed – by building houses there you will be changing the land. Mr. Rosen stated that all net run off generated from the proposed development was accommodated to equal zero, so they are not creating any additional water that will impact the development or offsite properties. Mr. Lund commented that there is a 50' buffer as required.

Ronald Loparto expressed that he has not had a good feeling about this development. He was part of when the company that owned the property came to the town to sell the property that the town is paying millions of dollars for 77 acres and how the administrator dropped the ball and allowed this prime little piece to slip away and be developed into something totally against the grain of what we're going to spend millions of dollars on – creating a nature preserve and dealing with a development that just does not correspond with that. There are statements on record that when the sewer line was proposed to come from Smithfield to Lincoln, the Town's Engineer signed and wrote a letter stating that the pumping stations in this area were nearing

capacity and this was one of the major reasons why everyone was against allowing the sewer connection from Smithfield and this only involved five toilets, not five homes with multiple toilets, sinks, washers, etc. The police department has labeled this area as one of the worst traffic problems in Town. We should not be overdeveloping this area. The school systems will be burdened by this development. The Affordable Housing Plan may add in-law units, increasing the number of toilets, sinks, and washers and put an even a greater burden on the sewer system in the area. All of these facts have been brought to the attention of the Town Council. The town's Comprehensive Plan frowns on the development of the Camp Meehan property. Based on facts and the direction the Town is taking on the Camp Meehan property, nothing is in harmony with the direction the town is pointing in. If the Town Engineer is claiming we're nearing capacity, that single argument alone is enough to resist over-development in that area.

Katherine Spets stated that she has a question on storm drainage. She lives directly across from the subdivision. She feels that before anyone builds anything, they should talk to the neighbors. She has a problem with sewerage in her house due to the road being built over the years. New topography is created when properties are built with rock, dirt and soil. Blasting will be needed and fill will need to be brought in, changing the existing topography. A tree was recently lost in the area, due to runoff of water. Trees in the bog area are heavy at top and weak at the bottom, a condition of development. As

topography changes, runoff is going to be remarkable. In the area where the tree was lost, a chain link fence was also down. Further over, a culvert is providing water off the detention pond. Without action from the town to embrace the culvert and improve it, the road will eventually be lost. Last week there were two accidents in area. A young driver flipped over a car and ended in neighbor's front yard and then flipped again and landed in the next yard. Drivers drive too fast on the narrow curve. She asked the Board to take into consideration the existing sewer problems, the traffic, and the change in topography as homes go up as well as how this development will affect the Town's infrastructure.

Dr. Ronald Stewart of Twin River Road stated that he lives close to the property and has been following the development for the past year. The Board should take a long term look at the sewer issues, which are in violation of state guidelines. There are problems with catch basins throughout the town. Traffic accidents are just waiting to happen on this curving and narrow road, which is often slippery in the winter. People drive fast and there are never any police in the area – there's no place for the police to even park. It is impossible to regulate traffic. There will be a huge traffic impact with five new houses. He stated that there are legal issues involving the paper street, Rum Road and is opposed to any development in the area.

Dean Lees of Angell Road stated that the last time he spoke before the Board, the Town was looking into buying the land. Mr. Ranaldi



stated that the town looked into it and that the property was too expensive. Mr. Lees stated that the Comprehensive Plan was specific to this property and that the Planning Board should not make a decision on this development and should send it over to the Town Council. The Planning Board should adhere to the Comp Plan and not let this development happen, preserve the area for open space, and defer to the Town Council to allow time to look for grants and money to buy the property. This parcel should be combined with the Camp Meehan property.

Andrew Corsini of Angell Road is very concerned about the traffic in the area. He stated that cars come around the corner doing 40 mph. The road should be widened or speed bumps should be installed. Mr. Reilly stated that the road would be widened in the area where the pole is being moved. Mr. Corsini stated that speed bumps are needed as drivers will ignore speed limit signs.

Mr. Reilly made a motion to close the public hearing. Mr. Mercurio seconded motion. Motion passed unanimously.

Mr. Mercurio stated that after listening to the comments of the abutters, he was concerned about the pumping station. Ms. Wiegand stated that these five lots will not adversely affect the pumping station, but will reach a point of no more capacity eventually. The original design of the pumping station was based on build out in area, which is based on zoning. Acreage was looked at to determine future

**lots. This area was probably considered for house lots.**

**Mr. Mercurio made a motion to continue this matter to address issues brought up tonight to next month's meeting. Mr. Hunt seconded motion. Motion passed unanimously.**

**b. Bank RI AP 28 Lot 51 Public Hearing – 7:45 pm**

**Bank RI George Washington Highway Master Plan and Preliminary**

### **Plan Discussion/Approval**

**Mr. Ranaldi stated that this is a public hearing. The application is under the 2005 Subdivision Regulations and represents the subdivision of one lot into three commercial lots. The Master Plan submittal received a Certificate of Completeness on January 17, 2006.**

**The Board has until May 17, 2006 to approve, approve with conditions, or deny. The subdivision is a unique subdivision. The TRC and the Engineering Department have reviewed the subdivision requirements and the applicant has addressed all of the Town's concerns. The concern is the easement to the back lot; the easements have been submitted to the town and meet the town's requirements.**

**Mr. Mercurio suggested speeding up the process. Mr. Ranaldi**

wanted to get a few conditions of approval on the record as it is a relatively complicated process.

Attorney Peter Ruggiero is present along with Ms. Elizabeth Carroll from Bank RI, Engineer Joe Casali from Casali Engineering and George Caldow from Caldow Associates. He stated that he made a presentation last month and would wait to hear public comments. He stated that he has a report that the Board does not have from Caldow Associates. He has reviewed the TRC report and had no objections to any of the recommendations. They could not receive approval from the Narragansett Bay Commission (NBC) without any uses and until a building is proposed. He would like to change the condition for preliminary plan approval to be an approval of any building permit – they would have to obtain that permit, likewise with any RIDEM permit. Mr. Ranaldi stated that since the applicant doesn't know at this time what use would be there in the future – an office building, a restaurant – that it was acceptable to obtain the permits at the building permit stage.

Mr. Mercurio asked if a zoning variance was needed. Mr. Ruggiero stated that they are going before the Zoning Board for a frontage variance on the rear lot for no frontage and a dimensional variance. They are looking for conditional Master Plan Approval with a recommendation to Zoning Board. They are going before the Zoning Board in April and would have to come back to the Planning Board for Preliminary Plan approval.

**Mr. Olean asked if there would be any repercussion to the Town if the Board approves the subdivision and he couldn't get a building permit at a later time. Mr. Ross stated that the Board is operating strictly within their jurisdiction and they could come back before the Board looking for something else to meet those requirements. Mr. Ruggiero submitted the report from Caldow Associates.**

**Mr. Ruggiero stated that the rear lot is being proposed for a subdivision at this time with no frontage. The ultimate expectation is that the Bank will purchase the adjacent lot where the building is now and merge it into the back lot for parking for the bank. The bank did agree that there would be no development on the back lot unless it was merged with one of the adjoining lots so as not to create an unbuildable lot in the back.**

**Mr. Olean opened up the public hearing. No abutters were present. Mr. Lund made a motion to close the public hearing. Mr. Mercurio seconded the motion. Motion passed unanimously.**

**Mr. Mercurio asked the Chairman a point of order question and if the Board had the ability in tonight's meeting to grant Master Plan and Preliminary Plan approval at the same time. Mr. Reilly commented that it is listed that way on the agenda. Mr. Ross stated that the easy answer was no because the applicant still has to go before the Zoning Board.**

**Mr. Mercurio made a motion to accept the recommendations of the TRC and grant a recommendation for the variance and to move to Zoning. Mr. Ross stated that an amendment should be made to change the condition for NBC approval to the building permit stage. Mr. Ranaldi stated that the Zoning application will be part of next month's consent agenda with a recommendation being sent to the Zoning Board. Mr. Mercurio amended his motion to grant Master Plan approval. Mr. Lund seconded motion. Mr. Olean wanted to remind Bank RI about the sign that prohibits left turns. Motion passed unanimously.**

**c. Lincoln Meadows II AP 45 Lots 2, 181 & 353 Preliminary Plan Discussion/**

**Angellin, LLC Angell Road Approval**

**Mr. Ranaldi stated that this is in front of the Board for Preliminary Plan discussion and/or approval and is a subdivision of three lots into 20 single family house lots. A public hearing was held last month and the only remaining issue is the easement language for the private pump station. The attorneys will speak on that issue.**

**Mr. Ross stated that the matter was continued from last month so that the proposed declaration of restrictions that included language about the Home Owners Association (HOA) owning the pump station and the rights and liabilities they would have and that the Town would**

have, would be forwarded to him to review before the hearing tonight. There were a number of issues that needed addressing to make sure the Town was fully protected. He has discussed them with the attorney and the developer. They have agreed to make all the changes that were recommended and he is fully satisfied with the agreement with the exception of the funding level. In terms of protection of the Town, he would recommend approving this agreement subject to a final document being reviewed by him to make sure all of the recommended changes were incorporated. As far as funding goes, the developer will make an immediate deposit of \$5,000 into a separate, segregated account and all of the lot owners will be funding the account at a level of \$5,000 a year for twenty years. Twenty years from now, there will be \$100,000 in the maintenance account. Mr. Mercurio stated that the buyers of the lots should have to pay the \$5,000 upon purchase of the lot so that the money is in an account before something goes wrong. Mr. Ross stated that on the date the lot is purchased, the owner becomes a member of the HOA. Mr. Mercurio feels that the owner should have to pay the \$5,000 on the day the lot is purchased and put into an escrow account. He doesn't want the town or the developer to have to chase the home owners for the money. Mr. Ross stated that once the lots are sold, the developer is out of the picture. Each lot is not being assessed \$5,000 – each lot is being assessed a portion of \$5,000 per year. Each year, the HOA will make a deposit of \$5,000. The Town could enforce the agreement by placing a lien on the property. The Town has the right to go to Court to enforce the covenants that are

granted to the Town. Mr. Lund stated that pump stations have a life span of twenty years, and the HOA should have funded enough money to replace the pumping station after twenty years. Mr. Ross stated that there is a renewable, ongoing Operations and Maintenance (O & M) Contract that the HOA will maintain and be in the Town's possession. There will be a yearly contractor who has an operation/maintenance agreement separate and apart from the escrow money that is accumulating over the course of time. He doesn't see a catastrophic problem since the HOA will just have to call their contractor and come out and fix it. Mr. Puleo, the developer, stated that the HOA can always make adjustments in the yearly funding amounts if more money is needed. Mr. Ross stated that with respect to the first twenty years, it will be funded at a level of not less than \$100,000. Mr. Mercurio stated if that is what the number comes out to and the third party agrees with that amount, then that is a wise way of approaching it. Mr. Ross stated that the HOA will maintain a separate account for the pump station and will deliver periodically a statement showing funds in and out. This statement will be delivered to the Town Planner's office so that the Town may verify the money is there and the contract is current. Mr. Mercurio questioned whether there was some language that could be added to the agreement in the event that a problem occurs and the HOA refuses to turn over the money. Mr. Ross stated that the Town could take the HOA to court to enforce the agreement and the HOA would be responsible for attorneys' fees. Mr. Lund stated that since there will be a number of homes connected to this pump station, no owner is going to put up

with being without their facilities and will want the problem fixed immediately. Mr. Ross stated that any single lot owner can enforce the HOA to do what needs to be done.

Mr. Mercurio made a motion to approve the Preliminary Plan with the understanding that all of the issues regarding the HOA agreement and sewer and maintenance account be addressed to the satisfaction of the Town Solicitor and the Town Planner, and the conditions set forth by the TRC. Mr. Lund seconded the motion. Mr. Olean asked about the motion and if it was contingent upon Mr. Ross's approval. Mr. Ranaldi stated that the last concern was the amount of the remediation bond; there has been no discussion with the developer on the type of bond. Mr. Mercurio amended his motion to approve the Preliminary Plan with the understanding that all of the issues regarding the HOA agreement and sewer and maintenance account be addressed to the satisfaction of the Town Solicitor and the Town Planner, include the conditions set forth by the TRC and to reach an agreement on the amount and type of bond with the Town Planner, Town Engineer, and Town Solicitor. Mr. Lund seconded motion. Motion passed unanimously.

## **MINOR SUBDIVISION REVIEW**

a. Brochu Subdivision Minor Subdivision AP 29 Lot 15 Preliminary Plan Discussion/



## **Mark and Darlene Brochu 123 Old River Road Approval**

**Mr. Ranaldi stated that this is a minor subdivision under the 2005 Subdivision Regulations of one lot into two residential lots. The project received a Certificate of Completeness on February 14, 2006 and the Board has until April 20, 2006 to approve, approve with conditions or deny the application. The TRC reviewed this project and outlined that there are no wetlands that can be seen, approval is needed from the NBC and the Lincoln Water Commission (LWC) and on the record plans, and granite bounds must show property corners.**

**This is a straight forward subdivision and the TRC recommends approval with the conditions listed in the TRC. Mr. Reilly asked if any variances were needed, and Mr. Ranaldi replied no variances were needed.**

**Thomas Hefner represented Mark and Darlene Brochu, the owners of the property located at Old River Road and Route 116. He has reviewed the TRC report and has approval from the LWC and will be receiving approval from the NBC. There are no wetlands on property and no bushes or hindrances to the exit of the new driveway to the highway. He wasn't aware of the requirement of stone bounds at corners, but will do it if it is required. The applicant will comply with everything that the TRC report indicates. Mr. Olean asked if granite bounds were in the Subdivision Regulations and Ms. Wiegand replied that they were.**

**Mr. Hunt made a motion to approve the subdivision of one lot into two residential lots as long as all requirements of the TRC are met. Mr. Reilly seconded motion. Motion passed unanimously.**

**b. Ledge Road Subdivision AP 25 Lot 33 Preliminary Plan Discussion/**

**Robert Ray 5 Ledge Road Approval**

**Mr. Ranaldi stated that this is a minor subdivision of one lot into two residential lots and is under the 2005 Subdivision Regulations. The applicant received a Certificate of Completeness on February 14, 2006 and the Board has until April 20, 2006 to approve, approve with conditions or deny. The TRC has reviewed the application and visited the site. Wetlands approval is needed. Public water is available to this lot and an Individual Sewer Design System (ISDS) will be installed. RIDEM has approved the septic system. The original driveway must be moved – it is on the proposed property line. Granite bounds must be installed. The TRC recommends approval with the conditions as listed.**

**Keith Fayan of Michael Kelly's office represented the applicant. All plans and supporting materials have been submitted. The wetlands have been flagged and RIDEM has indicated that the proposed plans do not affect any alteration of the wetlands. Water service has been approved by the LWC. The conditions and recommendations set forth by the TRC are agreeable to Mr. Ray. They are requesting**

**Preliminary Plan approval and also requesting that Final Approval be delegated to the Administrative Officer. They submitted a letter from RIDEM that no freshwater wetlands permit is required as no alteration occurs.**

**Mr. Mercurio made a motion to approve Preliminary Plan with the recommendations of the TRC and to grant Final Approval to the Administrative Officer. Mr. Lund seconded motion. Motion passed unanimously.**

**c. Great Road Subdivision AP 22 Lot 40 Preliminary Plan Discussion/**

**Anthony DonFrancesco 555 Great Road Approval**

**Mr. Ranaldi stated that this is a minor subdivision of one lot into two residential lots and is under the 2005 Subdivision Regulations. The applicant received a Certificate of Completeness on February 14, 2006 and the Board has until April 20, 2006 to approve, approve with conditions or deny. The TRC has reviewed the application and plans. The wetlands are significantly away from the property. A permit is needed from the NBC; approval was received from LWC for public water. A Physical Alteration Permit (PAP) for the driveway is needed from RIDOT since it is a state road. Granite bounds are also required in the corners. The TRC recommends approval with the conditions noted.**

**James Craden represented the applicant. A half acre parcel is being cut out of the seventeen acre parcel for a building site. The RIDOT permit has been received and the applicant is waiting for approval from NBC. The applicant has agreed to install the granite markers. The applicant is asking for Preliminary Plan Approval and asks that Final Approval be delegated to the Administrative Officer.**

**Mr. Mercurio made a motion to approve the Preliminary Plan with the recommendations of the TRC and delegate Final Approval to the Administrative Officer. Mr. Hunt seconded motion. Motion passed unanimously.**

## **MAJOR LAND DEVELOPMENT REVIEW**

### **a. Lincoln Park AP 42 Lot 24 Master Plan Discussion/ UTGR Old Louisquisset Pike Approval**

**Mr. Ranaldi stated that this is a major land development review at the Master Plan level. The applicant received a Certificate of Completeness on February 14, 2006 and the Board has until April 20, 2006 to approve, approve with conditions or deny. The TRC has reviewed this project under the 2005 Subdivision Regulations. The TRC looked at traffic, storm water management, and if the project fits the regulations. The applicant has been working very diligently. The TRC has a few minor conditions, but the applicant has addressed all**

of the Town's concerns. The applicant is proposing a parking garage with this review. They may or may not build one, but he recommended that the applicant bring it before the Board now.

Peter Ruggiero represented UTGR. Robert Corbett from Lincoln Park, Shawn Martin, a civil engineer from Fuss & O'Neill, John Shevlin from Pare Engineering working on traffic design on Louisquisset Pike, Twin River Road, and the entrances and exits off of Route 146, and Arthur Eddy from Gates Leighton, the landscape designer were all present. The applicant is asking to combine Master and Preliminary Plan and have one combined public hearing.

Mr. Shawn Martin is a civil engineer with Fuss & O'Neill, registered in RI and MA, received a Bachelor of Science Degree in Civil Engineering and has eleven years experience in the field. There are two main entrances to the site and the proposed plan modifies the entrances to help with traffic coming in and out of the site. There is a primary looped road that navigates the property. They are pushing the road to the perimeter to bring in as much parking as possible closer to the building. The number of parking spaces has been increased. There are currently 2500 parking spots and the new plan proposes 6000 spaces. There are three primary entrances to the facility. The dog track is located on the eastern side and will remain as is. The primary focus is to make improvements to the building, expand the facilities adjacent to it, improve aesthetics and to make it more convenient and safer for the guests. The site has been

designed and permitted through RIDEM. The site has been designed to consider water quality and storm water runoff and to address peak rates of run off. There is a decrease in the rate of storm water runoff in the rate of discharge. Off site improvements are being looked at with RIDOT. Mr. Mercurio asked if the parking garage is built, would it be on existing asphalt and go vertical or would it be in another location. Mr. Martin stated that it would be located in an existing parking area and there would be a net gain of 1500 spaces. Mr. Reilly asked if there was a proposed location and Mr. Martin showed the Board where it would be located. The large parking lot on the east side of the property is about 1500 spaces. Mr. Reilly asked if there were any height restrictions in the area selected for the parking garage and Mr. Ranaldi stated that there is a height restriction of 60'. Mr. Martin stated that the garage would be just under 60' – a five story garage.

Mr. Olean asked if all the plans were in the perimeters set in the guidelines and if any waivers are being requested. Mr. Ruggiero stated that it meets all the guidelines and there is no activity outside the zone.

Mr. Martin stated that the DPW asked to look at the potential effects to the culverts on Paul Street and Kendall Drive. The analysis was expanded to include additional information to provide a baseline for comparison, and as a result of improvements to the drainage system, there will be a decrease in the amount of runoff leaving the site. The

net effect on flood elevations down to the Paul Street culvert is a very modest drop – a decrease in flood elevation of about 22’.

Mr. Olean asked if the increase in parking spaces from 2500 to 6000 included the parking garage. With the parking garage, there is a potential for more. Mr. Lund asked if that was 6000 cars or 6000 people and asked if a study was done to determine how many people in each car. The flow rates were monitored in the old sewer pipes on Old Louisquisset Pike and the sewer can handle the increase in flow. NBC is looking at improvements to the old pipe that was installed in 1953. Mr. Lund asked where the sewer pipes go, and Ms. Wiegand responded that the pipes go to the pumping station on Charles Street in North Providence.

Mr. Reilly asked if there would be additional curb cuts and Mr. Martin stated that there would be no additional curb cuts. The most substantial change will be the to the Twin River Road entrance, which includes a roundabout which is two lanes in and two lanes out. Mr. Reilly asked about the plan to handle traffic coming in and out without any traffic signals.

Mr. Mercurio asked what the maximum capacity as allowed by fire code is and Mr. Martin replied that it was 25,000 people. Mr. Mercurio asked how the Board could consider approving the garage without knowing the location or the height. Mr. Ruggiero stated that they are not looking for approval on the garage – the Town Planner suggested

putting it on the table. The applicant would probably come back for the parking garage. Mr. Mercurio asked if the applicant would be comfortable coming back for the garage and Mr. Ruggeiro stated that they would be and only put the concept for the garage out there to be open with the Town.

Mr. Martin stated that the LWC asked that a new master meter and back flow protector be installed as close as possible to the existing tap on Old Louisquisset Pike. Mr. Olean asked if they were comfortable with the time frame that the LWC put on the connection and Mr. Ruggiero stated that they would like to discuss that in more detail.

John Shevlin, Vice President of Transportation Department at Pare Engineering, has a Bachelor of Science Degree in Civil Engineering from the University of Massachusetts, has twenty years experience in the transportation and traffic field, and is a Professional Registered Engineer in the State of RI. Pare has been hired to look at the offsite issues. A traffic study was done. Several peak hour counts were done – Friday from 3-9, Saturday from 2-9 and Sunday from 2-6 and they were able to analyze what intersections were impacted the most. Based on the analysis, they could determine where the problems were. There are a lot of areas existing now that are near capacity. At Twin River Road and Douglas Pike, no improvements are required. At Twin River Road and Angell Road, a traffic signal was warranted. The entrance to Lincoln Park on Twin River Road is a T-intersection now.



A roundabout was analyzed to be put at the entrance. A roundabout is basically a rotary, a circular intersection with the traffic flow constantly moving with two lanes. The outside lane can bypass it and the inside lane will go to the destination. They are in the process of finalizing the design with RIDOT. An expert from NYDOT is also reviewing the plans as he has experience installing roundabouts throughout the country. Mr. Olean asked if the roundabout would be on state property and Mr. Shevlin stated that it would be on state property. Ms. Hopkins asked if you have to go through the rotary to get to Lincoln Park and Mr. Shevlin replied yes. Ms. Hopkins stated that you would be stuck in the rotary even if you didn't want to go into the park and Mr. Shevlin replied that you wouldn't be stuck in traffic as it is free flow. That is the purpose of the roundabout – to get rid of delays at the intersection; it helps with traffic circulation, and reduces pollution. Mr. Lund asked if the map presented was a current map and Mr. Shevlin replied that it is not a current aerial map, it is about ten years old. They have updated surveys that show all the houses and driveways and existing features that exist in the entire project area. Mr. Lund stated that he would like to see a current map that shows all the buildings there now. He feels that the roundabout is a good thing, but is concerned with boxing in the fire station. Special care should be taken in this area. Ms. Hopkins stated that she grew up in Massachusetts with rotaries and people don't know how to drive in rotaries. Mr. Shevlin stated that a roundabout is a little different than a rotary – the circulation is different. Roundabouts are skewed so that you come in a smoother traffic flow to keep traffic

going.

Mr. Mercurio commented on the traffic concerns on Angell Road as was discussed earlier for the Riverfront Subdivision. Mr. Shevlin stated that at that intersection, the warrants weren't met – there is a requirement of twelve warrants. They were originally proposing to put in the equipment underground in case one was needed in the future, but the Town wanted to put one in. They went back before RIDOT and the signal was approved. The signal will allow the traffic out of Angell Road better access onto Twin River Road. Mr. Mercurio stated that by putting in a traffic light at that intersection, you will have cars backed up onto Angell Road waiting to get out. Mr. Lund and Mr. Mercurio both stated that it is a problem area. Mr. Shevlin stated that the signal will be an actuated traffic signal. There is not a heavy volume of cars that come out of Angell Road. Mr. Reilly stated that it's not the amount of traffic coming out of Angell Road now, but the increase in traffic once this is built for people trying to get out of Angell Road. Mr. Mercurio and Mr. Lund both agree that it is difficult to get up the hill on Angell Road in the winter. Mr. Shevlin stated that based on level of service analysis and a capacity analysis, the numbers showed that at that intersection, a traffic signal would operate at a very favorable level of service. The signal would be timed as people approach the intersection.

Mr. Shevlin stated that the other intersection that they looked at was the intersection of Old Louisquisset Pike and Twin River Road. The

RIDOT had plans to upgrade this intersection. With the traffic volumes, turning lanes would be added with an upgraded traffic signal in order to help with traffic flow. The intersection with the ramps from Route 146 southbound due to left turns, a traffic signal will be put in place there. The Route 146 northbound off ramp and on ramp does not require any improvements based on the numbers. Mr. Lund asked how many lanes are going to be dumping in and out on the Old Pike – discharge and entrance. He asked if there were two lanes in and out or one lane in and one out on the Pike. Mr. Shevlin stated that Old Louisquisset Pike will have a dual left turn lane heading northbound onto Twin River Road. There is widening of Twin River Road from the intersection down to the roundabout. Mr. Lund stated that he is talking about the Old Pike. Mr. Shevlin stated that Old Louisquisset Pike will be widened approximately 400-500' from the intersection to accommodate the movements heading northbound onto Twin River Road. Mr. Lund asked if there would be a dual lane going south and Mr. Shevlin stated that there would be a single lane going south on Old Louisquisset Pike. There will be two lanes going south – a right turn and a shared left. Mr. Lund asked if there would only be one lane on each side and Mr. Shevlin stated that there would be two left lanes going north on Twin River Road and one right lane going south. All of the signals will have leave times to help with the turning movements. Mr. Mercurio stated that it appears that they did a very good job of putting in signals and controls but haven't done too much to give traffic relief – what he sees is a lot of traffic density buildup and a lot of lights, but a lot of long lines between the

lights and a lot of people not being able to get out of their driveways. Mr. Lund stated that it would be better to have an entrance from Route 146 past the state police barracks. If there were two entrances, traffic would be relieved. Mr. Shevlin stated that right now, the signage on Route 146 Southbound has traffic coming off of Route 146 at Twin River Road. They have talked to the state about changing that. The traffic would come south of the police barracks, take a right and a left into the park. It will relieve some of the traffic heading southbound on Route 146. Mr. Lund stated that would relieve the traffic coming in, but not out. Mr. Shevlin stated that he thinks traffic going out will be directed towards using both entrances. The majority of traffic goes out the main entrance on Twin River Road, but with the proposed development, traffic will be distributed to both entrances. Mr. Lund is concerned with the fire trucks and the safety issue. Mr. Shevlin stated that they are coordinating with public safety and going over all of the features that will be incorporated as far as offsite mitigation.

Mr. Lund asked about lighting on site. Mr. Ruggiero stated that they appeared before the Zoning Board and all of the lighting is being changed. Some of the lighting towers were as high as 75' – they are all being changed to 35' with lighting at the entrances at 25'.

Mr. Shevlin stated that they looked at the existing entrance on Louisquisset Pike. The intersection operates at an acceptable level of service, but a left hand turn will be added. A signal will be put at the

off ramp of Route 146 southbound. At the intersection of Old Louisquisset Pike and Cobble Hill Road, there will be geometric improvements for turning lanes and a traffic signal.

Mr. Olean asked if there were any conversations with RIDOT about Route 146. Mr. Shevlin stated that they been working with RIDOT since October and there has been talks in regards to the ramps. They will look to see what can be done – especially with the ramps at Twin River Road. By changing the signage, more people will use the exit south of the police barracks. They will be studying what other access could be done at this time. Mr. Lund stated that he has a problem getting out of his driveway below Cobble Hill Road at 1444 Old Louisquisset Pike – they have a turnaround so they are able to drive out of the driveway – it is a big problem. Traffic is a real big issue. Mr. Shevlin stated that the owner is concerned that the roadways are safe and that the flow is going to work, so they are willing to mitigate whatever needs to be done.

Mr. Ruggiero stated that they have their work cut out on that topic. Mr. Lund stated that traffic is the worse part of the whole project. Mr. Ruggeiro stated that they will work on the traffic before the public hearing. Mr. Shevlin has analytical data to present, but they will take the Board's suggestions to heart. Mr. Ranaldi stated that it is his experience that everyone (the Town, the owner, and the state) is working to improve the situation. Everyone is on the same path and it is nice to see that everyone is trying to do the right thing for the

**entire area and residents.**

**Mr. Ruggeiro stated that the landscape designer is present if there are any questions. There is a very extensive landscaping plan that they will go through at length at the public hearing. The owner wants to make sure that in addition to the functional aspects, the owners want this to be a highest quality, aesthetically pleasing facility.**

**Mr. Reilly stated that there are a lot of open issues and is definitely not comfortable combining Master Plan and Preliminary Plan for a project of this magnitude. He is okay with moving it to a public informational hearing, but is not inclined to vote and approve the Master Plan until the Board receives input from the public.**

**Mr. Reilly made a motion to move to public informational stage at the Master Plan level. Mr. Hunt seconded motion. Motion passed unanimously. Public informational hearing will be scheduled for March 16, 2006.**

**b. Lincoln Ridge Business Park AP 41 Lot 58 Master Plan Discussion/**

**Polseno Properties Management George Washington Highway Approval**

**Mr. Ranaldi stated that this application was in front of the Board last**

month and the TRC did not make a recommendation because there is one outstanding issue – water. He has spoken with the applicant and they are in discussion with the Town of Smithfield to get water from that town for this development. There is also a concern about the driveway that runs along this property. That driveway will be out of commission within six months and a new driveway will be established. The TRC recommends that this applicant move forward to a public informational hearing on March 16, 2006. The applicant's engineer is present to answer any questions. Curtis Ruotolo from Thalmann Engineering stated that he spoke to John Faile from the LWC and it will go before the LWC on March 8, 2006. Once Lincoln approves the Smithfield water connection, the LWC will send a letter to Smithfield Water Supply Board, which will then approve the Smithfield water connection. Mr. Mercurio stated that he is very uncomfortable moving ahead without a letter from Smithfield that water is available. Mr. Ranaldi stated that this is at Master Plan level – they are not combining the two levels. The availability of water is a requirement at Master Plan.

Mr. Mercurio made a motion to move this to a public informational hearing. Mr. Reilly seconded motion. Motion passed unanimously.

c. Lincoln Point AP 31 Lots 38 & 40 Master Plan Discussion/  
Lincoln Point, LLC George Washington Highway Approval

Mr. Ranaldi stated that this is a major land development – a

commercial venture. The applicant received a Certificate of Completeness on February 14, 2006 and the Board has until June 14, 2006 to approve, approve with conditions, or deny. It was reviewed under the 2005 Subdivision Regulations. The TRC reviewed it under the three main areas – drainage, traffic, and utilities. The applicant has successfully addressed all of the Town's concern. The drainage is going to be handled with an existing detention basin onsite. Upgrades and reconfigurations will be made to the basin. Traffic was determined by the Zoning Board – entering from George Washington Highway and exiting from Old Louisquisset Pike. The applicant has been in negotiations with the Lincoln Mall to add a road from the project going into the Mall. This is a long range plan with the possibility that the Town will take over the lower mall's road. Approval is needed from the NBC and the LWC - water is available. Fire protection has been addressed and the Albion Fire Department will approve the developer's water supply service for water suppression.

Attorney Michael Horan was present with Jordan Durham, Shawn Martin of Fuss & O'Neill and Josh Wheeler from Gates and Leighton. The applicant is here at Master stage. The applicant has spoken to RIDEM and RIDOT and has been before the Zoning Board for the necessary relief – special use permit and relief for the height of the buildings and parking. This will be 55 and over housing – 155 units. They have been in contact with the NBC, the LWC, and the Albion Fire Department. They have had preliminary talks with the Lincoln Mall



about access. The mall does not have the authority to enter into any serious negotiations at this time due to existing legal matters. Pursuant to the Zoning Board's ruling, they will exit onto Old Louisquisset Pike – traffic will not be going out onto George Washington Highway. They are prepared to move forward to be ready for Preliminary and have addressed all of the issues at Master Plan level and are prepared to go forward with the public informational meeting.

Mr. Shawn Martin stated that he is familiar with the TRC report. There will be one entrance to the site off of George Washington Highway - a shared access with the gas station. The property is primarily open land - trees and wetland system behind the hotel and gas station on the lower part of the site. The wetlands have a crossing with a culvert installed from a previous project. Due to concerns from the Zoning Board about traffic, there will be an entrance from Route 116 and access from Old Louisquisset Pike to go in or out. Two buildings are proposed with accommodations for 310 parking spaces. Water service and sewer is available.

Mr. Lund asked about access for the fire trucks and Mr. Martin stated that fire trucks would come in at the entrance on George Washington Highway. Mr. Olean asked about the exit onto Old Louisquisset Pike and if you could turn right out of the development. Ms. Wiegand stated that the state will be closing off that section of the road.

Mr. Horan stated that he has a letter from the LWC dated February 16,

**2006 stating that the water system is acceptable and that water can be provided. He would like to move that into the record at this time.**

**Ms. Hopkins made a motion to move to a public informational hearing. Mr. Hunt seconded motion. Mr. Horan asked if the meeting could be held on March 16, 2006 as there were only two abutters present at the Zoning Board hearing. Motion passed unanimously.**

**d. 143 Reservoir Avenue AP 6 Lot 44 Master Plan Discussion/  
Joseph Kishfy Reservoir Avenue Approval**

**Mr. Ranaldi stated that this is a major land development project and has been in front of the Planning Board for a zone change. The property was originally zoned as a BL-05 and was changed by the Town Council to a RG-7 zone. They are in front of the Zoning Board to get approval for six additional units in a separate building behind the existing six-unit apartment house. The TRC reviewed the additional parking, entrances and exits, utilities and storm water discharge. They need approval from RIDEM for wetlands since the property is within 50 feet of a wetlands. Public sewers are from the City of Pawtucket – they will need a letter from the City of Pawtucket. They need approval from the NBC and the LWC. Storm water discharge will be dealt with by dry wells from the new building.**

**Mr. Olean stated that he works for the Lincoln Housing Authority and has made inspections on this property and has no personal interest**

or personal financial gains in this project.

Mr. Ruggiero represented Mr. Joseph Kishy. Ferdinand (Fred) Ihenacho is the engineer on the project. This project was originally before the Board on the zoning amendment application. The Town Council conditioned that two units be dedicated as low and moderate income units. The plans show the driveway with two-way traffic and a driveway showing one way traffic coming out. The Zoning Board asked the applicant to have access one way in and one way out. The engineer believes it is better to have traffic two ways in on one side and one way out on the other. Mr. Ranaldi stated that is out of the Zoning Board's jurisdiction.

Mr. Ihenacho stated that he is a civil engineer, licensed in the state of RI since 1992 and also licensed in the states of Massachusetts and Connecticut. Mr. Mercurio asked if there is enough width in the driveway to accommodate emergency vehicles. Mr. Ihenacho stated that there is. Mr. Mercurio asked if it was better to have dual access. Mr. Ihenacho stated that it is always better if you have the land to make all entrances two ways. It is more convenient, and there is no question in anyone's mind if they should be going in or out. Mr. Mercurio asked if there was any downside to having two ways out. Mr. Ihenacho stated that if it is a busy roadway, then you have two potential points of an accident.

Mr. Ihenacho submitted a drainage supplement report. The applicant

will seek approval from RIDEM as required. A vegetative swale will be provided at the northeast corner of the lot to handle the rare storm events (100 year or more storms). All other storms (2 year and 25 year) will be contained entirely within the site. The roof drainage will be collected by dry wells and the parking lot drainage will be collected by two 8'x8' dry wells that are adequate to contain a 25 year storm. There is a drainage calculation in the report. The existing runoff drains into Spectacle Pond. A concrete culvert at the northeast corner directs drainage into the pond. The new proposal will vastly improve drainage on the site. There will be maintenance done twice annually to clean out the dry wells – sediment and oils will also be removed from the parking areas.

Mr. Olean asked Ms. Wiegand if she had any problems with the drainage, and she stated that she does not anticipate any problems with the drainage.

Mr. Mercurio made a motion to combine Master Plan and Preliminary Plan and move to a public hearing in March. Ms. Hopkins seconded motion. Motion passed unanimously.

## **CORRESPONDENCE/MISCELLANEOUS**

Mr. Olean stated that this is John Hunt's last meeting as he has moved out of the district that he represented. Mr. Olean thanked Mr.

**Hunt for serving on the Planning Board.**

**There being no further business to discuss, on a motion made by Mr. Lund and seconded by Mr. Mercurio, it was unanimously voted to adjourn. Meeting adjourned at 10:30 p.m.**

**Respectfully submitted,**

**Margaret Weigner**

**Attached February TRC Report:**

**On February 14, 2006 at 2:00 pm, the Technical Review Committee met to review the agenda items for the February 22, 2006 Planning Board meeting. In attendance were Al Ranaldi, Russell Hervieux, Peggy Weigner, Kim Wiegand, John MacQueen, Smoky Olean, John Faile, and Greg Mercurio. Below are the Committee's recommendations:**

**Major Subdivision Review**

- a. Riverfront Estates AP 45 Lot 436 Public Hearing – 7:15**
  - DOSCO Inc. Angell Road**

**This application is under the 2001 Subdivision Regulations and represents the subdivision of one lot into five conventional single-family lots. The subject lot contains approximately 6.36 acres of land and is located in zoning district RA-40 (40,000 square feet – Residential Single Family). The proposed homes are to be serviced by a public cul-de-sac road and public water and sewer. This project is in front of the Planning Board for a Public Hearing. The Technical Review Committee did not offer any new comments on this subdivision at this time but look forward to any public comments offered at the Public Hearing.**

**On January 17, 2006, the Preliminary Plan submittal for the above noted project received a Certificate of Completeness. According to our Subdivision Regulations, the Planning Board shall, within one hundred twenty (120) days of certification of completeness, or within such further time as may be consented to by the applicant, approve the preliminary plan as submitted, approve with changes and /or conditions, or deny the applicant, according to the requirements of Section 8. A decision on the Preliminary Plan review must be made by May 17, 2006 or within such further time as may be consented to by the applicant. The Technical Review committee recommends that the applicant address any of the below noted concerns and any concerns presented during the Public Hearing. The TRC recommend that the applicant proceed to the final stage of the preliminary plan review process.**

**The Technical Review Committee and the Engineering Division**

review the above proposed subdivision according to the 2001 Land Development and Subdivision Regulations preliminary plan requirements and standard engineering practices. The plans reviewed by the committee are entitled “Preliminary Plan Submission for Riverfront Major Subdivision”, Angell Road, AP 45, Lot 436, in Lincoln, Rhode Island, prepared for the owner/applicant Dosco Inc. by Commonwealth Engineers & Consultants, Inc., dated December 2005. Also received was a report entitled “Stormwater Management Analysis” for Riverfront Estates in Lincoln, RI, prepared by the above consultant for the owner and dated November 2005. A traffic study was previously reviewed.

### **Site Plan**

The location of the drainage easement to access the detention basin has been moved closer to Angell Road. The proposed fencing and gates should enclose the basin itself, not the access road. During the Master Plan stage, a waiver was requested and approved for the proposed road to be less than 150 feet from the unimproved Rum Road. The Engineering Division would prefer that this paper street not be improved for public vehicular access due to sight distance issues. Due to the steepness of the terrain, the detention basin must be constructed in the initial phase of the site work in order to act as temporary siltation basin with an additional temporary siltation basin at the base of the proposed road. This must be a condition of approval for the subdivision.

## **Groundwater**

**There is a note on the plan specifying that finished floors or basements must be set above the seasonal high ground water elevation. This must be a condition of approval for the subdivision.**

## **Wetlands**

**The applicant previously submitted a letter from Mason & Associates, Inc. a wetlands biologist. The proposed subdivision must obtain a RIDEM Wetlands Preliminary Determination permit for the subdivision. This must be a condition of approval for the subdivision.**

## **Traffic**

**The engineer submitted a revised report entitled "Safety Analysis" dated October 26, 2004, revised February 23, 2005 entitled "Safety Analysis." Based on the findings in the report, the Engineering Division has concluded that adequate sight distance is available at the proposed roadway intersection with Angell Road. Clearing on either side of the proposed entrance is shown on the plans.**

## **Utilities**

**The plan shows public water and sewer connections to the proposed lots. There is an existing letter in the file dated (3/10/05) from the sewer supervisor stating that sewers are available to the property. The sewers and drainage must be designed to be effective and efficient. The Lincoln Water Commission (LWC) has communicated**



to the Town that public water service is available to this project and can receive preliminary approval for water line design, subject to final construction plan approval. The water line is proposed to be looped through an existing public right of way, Rum Road, which meets LWC requirements.

### **Drainage**

There does not appear to be a drainage swale on the shoulder of the road, however, runoff sheet does flow off Angell Road. The proposed intersection must be designed to allow storm water to flow either through a culvert under or along a constructed gutter line at the new road to the brook. According to the drainage report, onsite drainage dry wells, “Cultech” units, are proposed to collect roof drainage from the houses. These have been successfully used on other sites in Town. Although the final design and location may change pending the individual house design and site plan, proposed locations and sizing for the units must be shown on the site plans.

**b. Bank RI AP 28 Lot 55 Public Hearing – 7:45 PM**

**- Bank RI George Washington Hwy Master and Preliminary Plan  
Discussion / Approval**

This application is under the 2005 Subdivision Regulations and represents the subdivision of one lot into three commercial lots. The proposed project is classified as a Major Subdivision due to the project’s need for zoning relief. This project is in front of the

**Planning Board for a Master Plan discussion and review. On January 17, 2006, the Master Plan submittal for the above noted project received a Certificate of Completeness. According to our Subdivision Regulations, the Planning Board shall, within one hundred twenty (120) days of certification of completeness, or within such further time as may be consented to by the applicant, approve the master plan as submitted, approve with changes and /or conditions, or deny the applicant, according to the requirements of Section 8. A decision on the Master Plan review must be made by May 17, 2006 or within such further time as may be consented to by the applicant. The applicant is scheduled for a Public Hearing.**

**The Technical Review Committee and the Engineering Division has reviewed the above proposed subdivision according to the 2005 Land Development and Subdivision Regulations master plan submission standards and requirements and standard engineering practices. The previous submission included a plan entitled “Site Plan of Land, Bank RI”, AP 28, Lot 51, 629 George Washington Highway, Lincoln, Rhode Island, prepared for Bank Rhode Island by Joe Casali Engineering, Inc., dated December 2005. Also received was a report entitled “Project Narrative” Bank RI Proposed Subdivision of Land AP 28 Lot 51 prepared for the above owner by the above consultant dated December 2005. In addition, a letter was received from Casali Engineering, Inc. dated February 7, 2006.**

### **Site plan**

**The proposed temporary nature of the landlocked lot 1 is not**

**guaranteed. In order not to create potential problems, the following (potentially defeasible) easements must be granted in the private 40 foot wide right of way shown on the plan as a condition of approval:**

- 1. Vehicular/pedestrian access to and from George Washington Hwy for lot 1 across lot 2.**
- 2. Vehicular/pedestrian access to and from George Washington Hwy for lot 3 across lot 2.**
- 3. Sanitary sewer connection for lots 2 and 3 through lot 1.**
- 4. Water service for lot 1 through lot 2.**

**The applicant is scheduled to appear in front of the Zoning Board in April to request dimensional relief for the landlock lot. Zoning relief will be needed for preliminary plan approval.**

### **Groundwater**

**It is recommended that finished floors or basements must be set above the seasonal high ground water elevation since the discharge of excess groundwater could adversely impact adjacent properties if not directed to the State Highway drainage system. This must be a condition of approval for the subdivision.**

### **Wetlands**

**The consultant has flagged wetlands on site. An application for verification of the wetlands has been requested from RI Department of Environmental Management (RIDEM) to confirm the type and extent of any wetlands. This must be a condition of approval for the subdivision. When any construction work is proposed, the project**

may need to obtain a RIDEM Wetlands Preliminary Determination permit.

### **Traffic**

In the above report, the consultant has concluded that no RI Department of Transportation (RIDOT) Physical Alteration Permit (PAP) is required at this time. The land use will be changed by this subdivision. Land use changes trigger a PAP. However, the PAP will need to be filed when a specific, proposed use is identified. Such a permit will be required as condition of a construction permit.

### **Utilities**

Approval from NBC is required as a condition of preliminary approval. An easement is required to connect proposed lot 3 to the NBC interceptor sewer shown on the plans. The Lincoln Water Commission (LWC) superintendent has communicated to the Town Engineer (telephone conversation 1/13/06) that public water service is available to this subdivision. However, any new lots will be required to submit a plan for preliminary approval of a new service which meets LWC requirements. The Lincoln Water Commission will need to certify a) that the proposed water system is acceptable and b) that water can be provided to the proposed project as a condition of preliminary approval.

### **Drainage**

Drainage towards George Washington Highway will be reviewed by

**RIDOT as part of the PAP. Drainage design from the future construction in the subdivision must include no increase of storm water onto any Town roads or infrastructure so as not to cause or exacerbate any drainage problems down gradient of the site.**

**Based on the above noted comments and barring any unresolvable adverse concerns originating from the public hearing, the Technical Review committee recommends Approval with Conditions of this Master Land Development project. Master Land Development approval will allow the applicant to advance to the Zoning Board of Review for dimensional relief for the landlocked lot.**

**c. Lincoln Meadows II AP 45, Lots 2, 181 & 353 Preliminary Plan Discussion /**

**Angellin, LLC Angell Road Approval**

**On June 23, 2004, the applicant received Master Plan approval for their twenty (20) lot single family subdivision. According to Section 17-G for the 2001 Subdivision Regulations, “Vesting, the approved master plan shall be vested for a period of one (1) year, with a one (1) year extension possible upon the written request of the applicant, who must appear before the Planning Board for an annual review. Vesting may be extended for a longer period, for good cause shown, if requested by the applicant prior to the expiration of the deadline, in writing, and approved by the Planning Board. Master Plan vesting**

shall include the zoning requirements, conceptual layout and all conditions as shown on the approved plan drawing and supporting materials.” Unfortunately, the applicant did not realize that their Master Plan Approval ran out. On September 28, 2005, the Planning Board voted to extend the applicant’s Master Plan approval for one year starting from the original date of Master Plan approval. Therefore, the applicant has until June 23, 2006 to secure Preliminary Plan approval.

On October 18, 2005, the Preliminary Plan submittal for the above noted project received a Certificate of Completeness. According to our Subdivision Regulations, the Planning Board shall, within one hundred twenty (120) days of certification of completeness, or within such further time as may be consented to by the applicant, approve the preliminary plan as submitted, approve with changes and /or conditions, or deny the applicant, according to the requirements of Section 8. A decision on the Preliminary Plan review must be made by February 14, 2006 or within such further time as may be consented to by the applicant. The applicant is in front of the Planning Board for a Public Hearing. A two month extension was granted by the applicant at the January 25, 2006 Planning Board meeting. Therefore, a decision on the Preliminary Plan review must be made by March 22, 2006

The Technical Review Committee and the Engineering Division have reviewed the above proposed subdivision according to the 2001 Land Development and Subdivision Regulations preliminary plan requirements and standard engineering practices. The plans

reviewed by the committee are entitled “Preliminary Design Plan for Lincoln Meadows II” 20-Lot Subdivision, Zoned RS-20, AP 45 Lots 2, 181, & 353 located at Angell Road, Lincoln Rhode Island, prepared for Angellin, LLC by Cataldo Associates, Inc., revision date November 29, 2005, a letter report received dated October 24, 2005 that addressed the sight distance issue, a “Drainage Report” revision dated August 2004, and a fax transmittal with accompanying material showing the drainage revision on proposed lot 16. Below are the TRC comments.

### **Traffic/ road design**

A note on the plans that the new intersection opposite Maple Street must be repaved with top course before acceptance of the road by the Town must be added to the plans. This is a condition of approval.

### **Wetlands**

The proposed subdivision has received RIDEM Wetlands approval as a significant alteration. One of the conditions of the approval requires that the drainage infiltration trench be moved out of the wetlands jurisdictional area. The plans have been revised to show a filter strip within an easement area in front of the lot.

### **Groundwater and storm water**

Engineering recommends that as a condition of subdivision approval, no finished floors or basements shall be allowed to be constructed into the seasonal high groundwater elevation. A note to this effect must be added to the plans as a condition of approval for this

**subdivision.**

### **Lot layout**

**The following easements to the Town must be shown on the plans as a condition of approval:**

- 1. Proposed parcel no. 16 -drainage.**
- 2. Proposed parcel nos. 9, 10 and 13- drainage and/or access to the detention basins**
- 3. Proposed parcel no. 20- the cemetery**
- 4. Proposed parcel nos. 18 and 19- 100' by 20' area to be kept clear for sight distance on Angell Road.**

**The record plan must show bounds to distinguish the easement areas on the individual properties per the Town Engineer as a condition of approval.**

### **Sanitary sewers**

**Public sewers are available to this project for gravity flow. The pumping station and forcemains are to be owned and maintained by the involved property owners in a homeowners' association funded, escrowed account as a condition of approval. The Town has not received any documentation of how this homeowners' association will be developed, regulated, or enforced. The Town must review the documents to ensure that the Town's interests are covered.**

### **Water Service**

**Public water is available to the proposed development. According to**



**superintendent of the Lincoln Water Commission (LWC), the subdivision's water line has preliminary approval, subject to final construction plan approval.**

### **Final construction plans**

**The following will be required for approval of the final construction plans.**

**1 Plantings associated with the drainage shall be the responsibility of the developer as a condition of the subdivision construction. Other plantings required by the RIDEM Wetlands permit on individual lots will be the responsibility of the property owner under the building permit.**

**2 Final approval of the construction plans by the LW C.**

**3 For final construction plans, the developer must submit detailed plans for a bridge that can carry an 80,000 lb vehicle, as certified by a professional engineer. The section of roadway with 1% slope requires a regular grate, not a high capacity grate on the final construction plans. This pertains to CBs #14 and 15.**

**4 An area of approximately 100' by 20' will need to be removed to insure proper sight distance. This area needs to be shown within the existing right of way (ROW) on the plans. It appears that the area south of the intersection opposite Maple Street is within Town ROW, but an additional 10 foot wide area along the ROW north of the intersection on lots 18 and 19 will need an easement.**

**5 The following notes must be added to the appropriate sections on sheet C1 in conformance with the standards required by the Storm**

## **Water Pollution Prevention Plan:**

- a. For erosion control during construction, temporary mulch shall be installed 14 days after earth disturbance has ceased unless activity is to resume no later than 21 days.**
- b. The contractor shall prevent the discharge of wastewater into storm water runoff.**
- c. The detention basins must be constructed in the initial phase of the site work in order to act as temporary siltation basins.**

**While the applicant has addressed a significant portion of the TRC's concerns, they have not provided the Town with any documentation on the proposed private pumping station and private homeowners' association. Therefore, the Technical Review Committee can not offer a recommendation at this time.**

## **Minor Subdivision Review**

- a. Brochu Subdivision AP 29 Lot 15 Preliminary Plan Discussion /  
- Mark and Darlene Brochu 123 Old River Rd Approval**

**This application is under the 2005 Subdivision Regulations and represents the subdivision of one lot into two residential lots. This project is in front of the Planning Board as a minor subdivision at the preliminary plan stage. The plan received Certificate of Completeness on February 14, 2006 in which the Planning Board has 65 days (April 20, 2006) to approve the preliminary plan as submitted,**

**approve with changes and/or conditions, or deny the applicant.**

**The Technical Review Committee and the Engineering Division has reviewed the above proposed development according to the 2005 Land Development and Subdivision Regulations standards and requirements and standard engineering practice. The submission includes a plan entitled “Minor Subdivision for Mark Brochu,” AP 29 Lot 15, 123 Old River Road in Lincoln, Rhode Island, prepared for Mark Brochu by Marc Nyberg Associates Inc., dated September 7, 2005. Other information received included a Physical Alteration Permit from RIDOT and a letter of availability from the Lincoln Water Commission. The Technical Review Committee noted the following concerns.**

#### **Wetlands**

**The applicant states that no wetlands were found to be present on or immediately adjacent to the property. A visual inspection appears to support this statement. Per the Town ordinance, a sedimentation and erosion control plan must be submitted and approved before any construction or earth disturbance is performed on site. This plan would be required as a condition of a building permit.**

#### **Utilities**

**The proposed lot is shown as be connected to public sewers and water. The sewer supervisor has stated that public sewers are available. The existing lot is presently serviced by public sewers. The new lot must obtain a discharge permit from the Narragansett Bay Commission as a condition of approval. According to the**

**Lincoln Water Commission superintendent, public water service is available. The applicant must formally receive approval for water service to the proposed new lot from the Commission. This requirement will be a condition of approval.**

#### **Traffic**

**The proposed lot has received a Physical Alteration Permit for the new driveway.**

#### **Record plan**

**Granite bounds must be shown marking the location of the new property corners. This requirement will be a condition of approval.**

**Based on the preliminary plan submittal, the Technical Review Committee recommends Approval with Conditions for this minor subdivision application. The application complies with all requirements of the Land Development and Subdivision regulations. The TRC feels that the conditions can be easily addressed by the applicant.**

**b. Ledge Road Subdivision AP 25 Lot 33 Preliminary Plan Discussion /**

**- Robert Ray 5 Ledge Road Approval**

**This application is under the 2005 Subdivision Regulations and represents the subdivision of one lot into two residential lots. This**

project is in front of the Planning Board as a minor subdivision at the preliminary plan stage. The plan received Certificate of Completeness on February 14, 2006 in which the Planning Board has 65 days (April 20, 2006) to approve the preliminary plan as submitted, approve with changes and/or conditions, or deny the applicant.

The Technical Review Committee and the Engineering Division has reviewed the above proposed development according to the 2005 Land Development and Subdivision Regulations standards and requirements and standard engineering practice. The submission includes a plan entitled "Minor Land Subdivision for R.B. Site," AP 25 Lot 33, Ledge Road in Lincoln, Rhode Island, prepared for R.B. Site by David Garrigan, P.L.S., dated December 20, 2005. Other information received included a letter of water service availability from the Lincoln Water Commission.

### **Wetlands**

The wetlands found to be present on the property have been flagged and shown on the plan. An application has been submitted to RIDEM. A permit from RIDEM is required as a condition of approval. Per the Town ordinance, as well RIDEM regulations, a sedimentation and erosion control plan must be submitted and approved before any construction or earth disturbance is performed on site. This plan is required before a building permit can be issued.

### **Utilities**

The proposed lot is shown to be connected to public water. The

existing lot is presently serviced by public water. The applicant has received approval for water service to the proposed new lot from the Lincoln Water Commission. The proposed lot is shown to be connected to ISDS. The applicant has received ISDS approval from the RIDEM for the septic system.

#### **Site plan**

The existing driveway for the original house must be moved onto the lot for that original house as a condition of approval. This requirement must be noted on the plans.

#### **Record plan**

Granite bounds must be shown marking the location of the new property corners on the plans. This is a condition of approval.

Based on the preliminary plan submittal, the Technical Review Committee recommends Approval with Conditions for this minor subdivision application. The application complies with all requirements of the Land Development and Subdivision regulations. The TRC feels that the conditions can be easily addressed by the applicant.

c. Great Road Subdivision AP 22 Lot 40 Preliminary Plan Discussion  
/

- Anthony DonFrancesco 555 Great Road Approval

This application is under the 2005 Subdivision Regulations and

represents the subdivision of one lot into two residential lots. This project is in front of the Planning Board as a minor subdivision at the preliminary plan stage. The plan received Certificate of Completeness on February 14, 2006 in which the Planning Board has 65 days (April 20, 2006) to approve the preliminary plan as submitted, approve with changes and/or conditions, or deny the applicant.

The Technical Review Committee and the Engineering Division has reviewed the above proposed development according to the 2005 Land Development and Subdivision Regulations standards and requirements and standard engineering practice. The submission includes a plan entitled "Minor Subdivision" AP 22 Lot 40, Great Road in Lincoln, Rhode Island, prepared for Anthony & Mark Donfrancisco by Cataldo Associates Inc., dated January 23, 2006. Other information received included a letter of water service availability from the Lincoln Water Commission and notification of sewer availability from the sewer supervisor.

## **Wetlands**

The wetlands found to be present on the property have been flagged and shown on the plan. Any proposed disturbance would be more 500 feet down-gradient of the wetlands; therefore, no permit from RIDEM is required for the subdivision approval. Per the Town ordinance, a sedimentation and erosion control plan must be submitted and approved before any construction or earth disturbance is performed on site. This plan is required before a building permit can be issued.

## **Utilities**

**The new lot is shown to be connected to public water and sewer. The sewer supervisor has stated that public sewers are available. The applicant must obtain a permit from Narragansett Bay Commission for sewer discharge. This is a condition of approval. The applicant has received approval for water service to the proposed new lot from the Lincoln Water Commission.**

## **Site plan**

**The applicant must obtain a Physical Alteration Permit from RIDOT for the proposed driveway for the new house as a condition of approval.**

## **Record plan**

**Granite bounds must be shown marking the location of the new property corners on the plans. This is a condition of approval.**

**Based on the preliminary plan submittal, the Technical Review Committee recommends Approval with Conditions for this minor subdivision application. The application complies with all requirements of the Land Development and Subdivision regulations. The TRC feels that the conditions can be easily addressed by the applicant.**

## **Major Land Development Review**



**a. Lincoln Park AP42 Lot 24 Master Plan Discussion /  
- UTGR Louisquisset Pike Discussion**

**On February 14, 2006, the Master Land Development Plan submittal for the above noted project received a Certificate of Completeness. According to our Subdivision Regulations, the Planning Board shall, within one hundred twenty (120) days of certification of completeness, or within such further time as may be consented to by the applicant, approve the master land development plan as submitted, approve with changes and /or conditions, or deny the applicant, according to the requirements of Section 8. A decision on the Master Land Development Plan review must be made by June 14, 2006 or within such further time as may be consented to by the applicant.**

**The Technical Review Committee and the Engineering Division reviewed the above proposed land development project according to the 2005 Land Development and Subdivision Regulations master land development plan submission standards and requirements and standard engineering practices. The submission includes a plan set entitled “Lincoln Park, Racetrack Renovations, Site Construction Plans”, 1600 Louisquisset Pike, Lincoln, Rhode Island, prepared for Jeter, Cook & Jepson Architects, Inc. by Fuss & O’Neill Inc., dated January 4, 2006. Also submitted was a document entitled “Drainage Analysis, Lincoln Park Racetrack Renovations” revision date January 12, 2006. The Technical Review Committee noted the following concerns.**

## **Environmental/ Drainage**

**The proposed redevelopment of this site has received a permit from the RIDEM Wetlands Program. The reconstruction will include water quality mitigation which the site currently lacks. Existing storm water drainage is collected from the site through a series of catch basins and ponds on site. The storm water runoff discharges to Louisquisset Pike and wetlands west and south of the property. An unnamed stream flows into and through Lincoln Park, discharging southeast offsite under a stone bridge at Paul Street, a Town road. This bridge is about 100 feet downstream of Lincoln Park's property. The stream continues to flow southerly crossing under a bridge at Kendall Drive, also a Town road. Attached to the upstream side of this bridge is the water line that services Kendall Estates.**

**According to the above Drainage Analysis the expansion of the Lincoln Park includes proposed storm water management, both water quality impact mitigation and control of the rate of flow to zero or less net increase from pre-development to post-development. The report and design plans clearly show how these objectives will be attained. The Town's concern is the downstream impact, if any, to the Paul Street bridge as well as the Kendall Drive bridge. The report states that there is a seven percent increase of impervious cover as a result of the expansion. In addition, the report delineates a 100-year frequency flood elevation associated with the unnamed stream. This delineation is truncated just short of Lincoln Park's southeastern**

property line, as shown on Figure 7c in the Drainage Analysis. It needs to be clarified:

- whether the bridges are overtopped/floods under existing conditions (at or below the 100-year frequency storm event), or
- whether the redevelopment of the site will intensify the flooding so as to endanger the bridges and water line, or
- if there is no significant adverse impact.

### **Sanitary sewers**

The facility is currently serviced by the Narragansett Bay Commission (NBC) sewers. Any expansion or change to the wastewater flow is required to be permitted and approved by NBC. As a condition of approval of the preliminary plans, the applicant must receive a permit from NBC for the proposed redevelopment.

### **Water service**

The redevelopment of the facility is proposed to be serviced by public water. The proposed redevelopment of this property involves the relocation of several domestic and fire services, relocation of hydrants, and installation of several new water services and mains. Any expansion or change to the wastewater flow is required to be certified by the Lincoln Water Commission (LWC) that a) the proposed water system is acceptable and b) water can be provided to the proposed project as approved. Approval of the preliminary land development plans is contingent on this certification.

According to John Faile, LWC superintendent, water can be provided

to the project, and the proposed water system is acceptable, with the condition that the master meter and backflow assembly be installed as shown on drawing C12.09, within six (6) months of the date of Master Plan approval.

## **Traffic**

Based on the submitted plans, the applicant has successfully addressed internal vehicular circulation within the site. There will continue to be three existing means of egress to Old Louisquisset Pike. The Twin River Road entrance will be relocated and reconstructed as a roundabout. All reconstruction and relocation of a State road must be approved by RIDOT.

Based on the above noted concerns, the Technical Review Committee recommends that the applicant proceed to the public informational stage of the review process.

## **b. Lincoln Ridge Business Park AP 41 Lot 58 Master Plan Discussion /**

### **- Polseno Properties Management George Washington Highway Approval**

This application is under the 2005 Subdivision Regulations and represents the commercial development of a single lot containing approximately 15 acres. This project is in front of the Planning Board for a Master Plan discussion and review. On January 17, 2006, the

**Master Plan submittal for the above noted project received a Certificate of Completeness. According to our Subdivision Regulations, the Planning Board shall, within one hundred twenty (120) days of certification of completeness, or within such further time as may be consented to by the applicant, approve the master plan as submitted, approve with changes and /or conditions, or deny the applicant, according to the requirements of Section 8. A decision on the Master Plan review must be made by May 17, 2006 or within such further time as may be consented to by the applicant.**

**The Technical Review Committee and the Engineering Division has reviewed the above proposed subdivision according to the 2005 Land Development and Subdivision Regulations master plan requirements and standard engineering practices. The plans reviewed were entitled “Preliminary Design Plans- Phase I Lincoln Ridge Business Park, AP 41 Lot 58”, Lincoln, Rhode Island, sheets 1-8, prepared for Polseno Properties Management, LLC by Thalmann Engineering Co., Inc., dated November 2005. Additional information received includes:**

- 1. “Traffic Impact Study, Route 116 Commercial Development, prepared for Thalmann Engineering Co., Inc., prepared by RAB Professional Engineers, Inc. November 2005,**
- 2. Drainage Report & Calculations, Lincoln Ridge Business Park, George Washington Highway, AP 41 Lot 58, Lincoln prepared for Polseno Properties Management, LLC by Thalmann Engineering Co., Inc., dated December 8, 2005,**
- 3. Lincoln Ridge Business Park- Phase I, Major Land Development, George Washington Highway AP 41 Lot 58, Master Plan-Development**

## **Impact Narrative, dated December 8, 2005**

**The application was reviewed by the Technical Review Committee and the Planning Board during their January 25, 2006 meeting. Based on that meeting, there was only one significant outstanding concern. The concern was the availability of public water to the site. The Lincoln Water Commission or other public water authority needs to state that public water to the development is available. Availability of a public water service will be required as a condition of approval. The LWC stated that water to the site would require the developer to install a water line in Rt. 116 at the developer's expense. Confirmation that the developer will provide water using this source would have to be confirmed. The applicant has submitted a letter stating their intent to obtain public water from the Town of Smithfield. Discussions with Smithfield have been positive.**

**Based on this letter and the applicant's representation of the availability of public water to the site, the Technical Review Committee recommends that the project proceed to the public informational stage of review.**

**c. Lincoln Point AP 31 Lots 38 and 40 Master Plan Discussion /  
- Lincoln Point LLC George Washington Hwy Approval**

**On February 14, 2006, the Master Land Development Plan submittal**

for the above noted project received a Certificate of Completeness. According to our Subdivision Regulations, the Planning Board shall, within one hundred twenty (120) days of certification of completeness, or within such further time as may be consented to by the applicant, approve the master land development plan as submitted, approve with changes and /or conditions, or deny the applicant, according to the requirements of Section 8. A decision on the Master Land Development Plan review must be made by June 14, 2006 or within such further time as may be consented to by the applicant.

The Technical Review Committee and the Engineering Division reviewed the above proposed land development project according to the 2005 Land Development and Subdivision Regulations master land development plan submission standards and requirements and standard engineering practices. The submission includes a plan set entitled "Lincoln Point Senior Residential Community" Master Plan Submission, AP 31 Lots 38 & 40, George Washington Highway, Lincoln, Rhode Island, prepared for Lincoln Point, LLC by Fuss & O'Neill Inc., dated January 2006. Also submitted was a document entitled "Master Plan Submission" dated January 2006 for the above project. The Technical Review Committee noted the following concerns.

#### **Drainage/ environmental**

The development has identified wetlands on and adjacent to the property. The delineation shown was approved by RIDEM under a

separate approval several years ago. The project will require approval from the RIDEM Wetlands program for preliminary land development plan approval. Any change to the drainage discharging to George Washington Highway must be approved by RIDOT. The drainage is proposed to be mitigated using existing detention basins. It is recommended that the grades and configuration of the basins be checked for conformance with the original plans approved by RIDEM. The drainage is the headwaters of the Mosshasuck River and contributes to the Manton Pond, a Town owned resource. Water quality mitigation must be carefully designed as a part of this project.

## **Traffic**

The project proposes to use an existing access from George Washington Highway as well as a new access onto Old Louisquisset Pike. According to the Zoning Board approval, the access from George Washington Highway must be an entrance only, except for emergency vehicles. All other vehicles will have to exit via Old Louisquisset Pike. There is a proposed, potential future access into the Lincoln Mall. The applicant is encouraged to pursue this access, rather than depend only on using Old Louisquisset Pike and Albion Road which are old, narrow and winding. Approval of the Preliminary Land Development Plan will be contingent on receiving a physical alteration permit from the RIDOT for the access to Old Louisquisset Pike and the George Washington Highway.

## **Utilities**



**The project must obtain approval from the Narragansett Bay Commission for sanitary sewer discharge. The developer is responsible for any modifications to the private pump station. Under General Notes, note 5A on sheet C4.01 needs to be corrected: all coordination with the sewers should be with the Narragansett Bay Commission and the owner of the private pump station, not the Town of Lincoln. Note 5C regarding the gas line should reference New England Gas, not Narragansett Bay Commission. The Lincoln Water Commission (LWC) must approve the water service. Preliminary Plan approval is contingent on receipt of a letter from the LWC stating that there is sufficient public water for the project and that the plans are acceptable. The Albion Fire Department must approve the development's water supply service for fire suppression.**

## **Easements**

**This land development requires a number of easements. The following easements will be needed from and across Lots 207 and/ or 208:**

- Drainage**
- Sewer**
- Vehicular access**
- Temporary easement for construction**

**Based on the above noted concerns, the Technical Review Committee recommends that the applicant proceed to the public informational stage of the review process.**

**d. 143 Reservoir Avenue AP 6 Lot 44 Master Plan Discussion /  
- Joseph Kishfy Reservoir Avenue Approval**

**On February 14, 2006, the Master Land Development Plan submittal for the above noted project received a Certificate of Completeness. According to our Subdivision Regulations, the Planning Board shall, within one hundred twenty (120) days of certification of completeness, or within such further time as may be consented to by the applicant, approve the master land development plan as submitted, approve with changes and /or conditions, or deny the applicant, according to the requirements of Section 8. A decision on the Master Land Development Plan review must be made by June 14, 2006 or within such further time as may be consented to by the applicant.**

**The Technical Review Committee and the Engineering Division reviewed the above proposed land development project according to the 2005 Land Development and Subdivision Regulations master land development plan submission standards and requirements and standard engineering practices. The submission includes a plan entitled "Site Plan" AP 6 Lot 437, Reservoir Avenue in Lincoln, Rhode Island, prepared for Joseph Kishfy by Marsh Surveying Inc., dated July 6, 2005.**

**Wetlands/Drainage**

**As measured on the plans, Spectacle Pond is within fifty feet of the**

proposed work. Therefore a permit from RIDEM Wetlands Section is required for land development approval as a condition of the approval. Per the Town ordinance, as well as RIDEM regulations, a sedimentation and erosion control plan must be submitted and approved before any construction or earth disturbance is performed on site. It does not appear that there is a significant increase of impervious covering from the new construction; however, the Town requires that the owner install a dry well to capture the roof runoff. The existing swale to the pond should be enhanced as a filter strip to mitigate potential water quality issues.

### **Utilities**

The new building is proposed to be connected to public water and sewer. The sewer supervisor has stated that public sewers belong to the City of Pawtucket. Approval for connection to their sewers is required as a condition of the approval. The applicant must obtain a road opening permit before construction from the Town of Lincoln if the proposed sewer service connection is a new, separate connection. The applicant must obtain a permit from Narragansett Bay Commission for the sewer flows. The applicant must obtain approval for a second, separate water service to the proposed new building from the Lincoln Water Commission as a condition of the approval.

Based on the above noted concerns, the Technical Review Committee recommends that the applicant proceed to the public informational

**stage of the review process.**

## **March Zoning Applications**

**Joseph Kishfy, 22 Dennell Drive, Lincoln, RI – Special Use Permit to add six new dwelling units to six existing units for a total of twelve units, two of which shall be eligible for low or moderate income dwelling units on property located at 143 Reservoir Avenue, Lincoln, RI.**

**AP 6, Lot 437 Zoned: RG 7**

**Members of the Technical Review Committee visited the site and reviewed the submitted project plans and application. The TRC recommends Approval of this application. Based on a site visit, the TRC feels that the applicant presents a realistic site layout that meets the intent of the zoning and would not be detrimental to the surrounding residential neighborhood. The Technical Review Committee feels that the special use permit will not alter the general character of the surrounding area and will not impair the intent or purpose of the zoning ordinance, nor the Comprehensive Plan.**

**Joseph Kishfy, 22 Dennell Drive, Lincoln, RI – Dimensional Variance for lot width relief of property located at 143 Reservoir Avenue, Lincoln, RI.**

**AP 6, Lot 437 Zoned: RG 7**

**The proposed dimensional variance is required due to the recent zone change of the above noted parcel. When the parcel was zoned BL-0.5, it met all of the zoning requirements. Recently, the parcel was changed to RG-7 which caused the existing lot width to be nonconforming to the new zone requirements. Members of the Technical Review Committee visited the site and reviewed the submitted project plans and application. The TRC recommends Approval of this application. The Technical Review Committee finds that the relief requested will not alter the general character of the surrounding area or impair the intent or purpose of the Lincoln Zoning Ordinance or the Lincoln Comprehensive Plan.**

**Albion Place, LLC, 6 Blackstone Valley Place, Lincoln, RI – Use Variance for the construction of six new dwelling units on property located at 2 Main Street, Manville, RI  
AP 32, Lot 44 Zoned: BL 05**

**Members of the Technical Review Committee visited the site and reviewed the submitted project plans and application. The TRC recommends Approval of this application. The proposed project represents the expansion of an existing multi-family use on the parcel. Based on a site visit, the TRC feels that the applicant presents a realistic site layout that meets the intent of the zoning and would not be detrimental to the surrounding residential neighborhood. The Technical Review Committee feels that the use variance will not alter the general character of the surrounding area**

**and will not impair the intent or purpose of the zoning ordinance, nor the Comprehensive Plan.**

**Dolores Guglielmi, 108 Orchard Meadows Road, Smithfield, RI – Dimensional Variance for front and side yard relief for the construction of a single family dwelling on Lennon Road, Lincoln, RI. AP 42, Lot 81 Zoned: RA 40**

**Members of the Technical Review Committee visited the site and reviewed the submitted site plan and application. Based on the submitted plans and their representation of extensive wetlands on this parcel of land, the proposed house can only be located on the lot as indicated on the plans. The Committee recommends Approval of this dimensional variance. The TRC feels that this plan represents the least relief required, will not alter the general character of the surrounding area nor impair the intent or purpose of the Zoning Ordinance, nor the Comprehensive Plan.**

**Victor Rodrigues, 24 Breakneck Hill Road, Lincoln, RI – Extension of decision rendered on 1/15/05 for a Use Variance. AP 25, Lot 74 Zoned: RS 20**

**Members of the Technical Review Committee reviewed the submitted application for a time extension of a use variance. The TRC recommends Approval of the application for a time extension for a dimensional variance. The Committee feels that the applicant has**

**been diligently working to start construction of the project within the one year time frame but time ran out.**

**Eric Yeghian, 130 Angell Road, Cumberland, RI – Dimensional Variance for subdivision of lots.**

**AP 10, Lot 304 Zoned: RG7**

**The proposed dimensional variance is to clear up the pre-existing nonconformance of this parcel of land. This lot was platted before present day zoning regulations. The Technical Review Committee recommends Approval of this application. The TRC finds that the relief requested will not alter the general character of the surrounding area or impair the intent or purpose of the Lincoln Zoning Ordinance or the Lincoln Comprehensive Plan.**

### **Correspondence / Miscellaneous**

#### **a. Presidential Estates – AP 26 Lot 129 – Final Plan Approval**

**During the first part of February, the above noted subdivision was reviewed and approved as the final plan by the Administration Officer.**

**All conditions of approval were successfully met by the applicant and the appropriate bond was collected. The applicant recorded the subdivision on the same day.**